

THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

VOL. XV.

RIO DE JANEIRO, MAY 5TH, 1888

NUMBER 13

Official Directory

AMERICAN LEGATION.—157, Rua das Laranjeiras.
THOMAS J. JARVIS,
Minister.
BRITISH LEGATION.—Travessa de D. Manoel, No. 8.
H. G. MACDONELL,
Minister.
AMERICAN CONSULATE GENERAL.—No. 130 Rua do
Ovidio, 1st floor. H. CLAY ARMSTRONG,
Consul General.
BRITISH CONSULATE GENERAL.—No. 8, Travessa
de D. Manoel. GEORGE THORNE RICKETTS,
Consul General.

Church Directory

CHRIST CHURCH.—Rua do Evaristo da Veiga. Divine
Service every Sunday at 11 a.m. and on the 2nd and 4th
Sundays in each month at 8 p.m.
C. N. TANNER, M. A., Chaplain.
N. B.—All notices should be sent to
ALBERT ALLEN, Clerk, No. 6, Rua Hunyadi.
METHODIST EPISCOPAL CHURCH.—Largo do Catete.
English services: Sunday School at 10 a.m.; preaching
at 11:30 a.m. on Sundays, and at 7:30 p.m. on Fridays.
H. C. TUCKER, Pastor.
Portuguese services: Sunday School at 10 a.m., preaching
7:30 p.m. Sundays, prayer-meeting, 7:30 p.m. Wednesdays.
J. W. TARBOUT, Pastor.
Residence: Rua da Princesa Imperial No. 18.
PRESBYTERIAN CHURCH.—No. 15 Travessa da Barreira.
Services in Portuguese at 11 o'clock, a.m., and 7 o'clock,
a.m., Sundays; and at 7 o'clock, p.m., Thursdays.
BAPTIST CHURCH.—Rua do Cande de Fria, No. 122.
Services in Portuguese every Sunday at 11 o'clock, a.m.
and 7 o'clock, p.m.; and every Wednesday at 7 o'clock,
p.m. Sunday School at 10 o'clock, a.m.
W. R. JACOBY, Pastor.
Residence: Rua de Santos Rodrigues No. 6.
IGREJA EVANGELICA FLUMINENSE.—No. 175, Rua
de S. Joaquin. Services in Portuguese at 10 o'clock,
a.m., and 6 o'clock, p.m., every Sunday; and at 7 o'clock,
p.m., every Wednesday. Sunday school at 4:30, p.m.
RIO SEAMEN'S MISSION AND READING ROOM.—
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THOMAS HOOPER, Missionary.

AMERICAN BIBLE SOCIETY.—General agency at No.
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BRITISH AND FOREIGN BIBLE SOCIETY.—Depot at
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BRITISH BENEVOLENT SOCIETY.—Subscriptions are
earnestly solicited. Communications should be addressed
to the Hon. Secretary—D. ROBERTS, Caixa do Correio, 75.

Medical Directory

Dr. Cleary, Physician and Surgeon. Residence: 37, Rua do
Senador Vergueiro; Office: 87, Rua do Hospício from
12 to 3 p.m.
Dr. W. J. Fairbairn, M. D. Edin. Surgeon and Physician.
Office: Rua 1º de Março, No. 99; from 11 to 1 p.m. and
4 to 4:30 p.m. Residence: Rua D. Marianna, M. 18,
Boulogne.

Traveller's Directory

RAILWAYS.

DOM PEDRO II.—Through Express: Central train
leaves Rio at 5 a.m.; arrives at Barra at 7:22 a.m., Entre
Rios at 7:32 a.m. (terminus) at 7:50 p.m. São Paulo train
leaves Rio at 6 a.m. and arrives at Barra at 8:15 a.m., and Cachoeira,
where passengers for Barra must change, at 12:19 p.m. From
Entre Rios train leaves at 10:02 a.m. arriving at Porto Novo
da Cunha at 11:42. Downward, trains leave Barra at 5:15
a.m. Cachoeira (S. Paulo branch) 10:20 p.m. Porto Novo
at 11:02. Entre Rios 1:10. The S. Paulo train arrives in Rio
at 6:45 and the Central train at 8 p.m.
Limited Express, leaves Rio at 7 a.m.; arrives at Barra
at 10:25; Entre Rios at 12:25 and Marinho (terminus)
at 6:31 p.m. S. Paulo branch leaves Barra at 11:30 and arrives
at Cachoeira at 6:25 p.m. From Entre Rios train leaves
at 3:15 p.m. and arrives at Porto Novo at 6:05. Downward,
train leaves Marinho (terminus) at 5:00 a.m. Cachoeira 5:50
and Porto Novo 5:50, arriving at Rio at 5:10 p.m.
Mixed Trains, leave Rio at 8:30 and 9:20 a.m. 3:15
and 5:20 p.m. first goes to Entre Rios arriving at 8:03 p.m.; second
and third to Barra arriving at 9:10 a.m. and 3:55 p.m. and
third to Belém arriving at 7:30. Downward, trains leave Entre
Rios at 4:30 a.m. arriving at Barra at 7:17 and Rio at 8:20 p.m.
leave Barra at 4 and 5:30 a.m. arriving in Rio at 5:15 a.m. and
1:15 p.m. and leave Belém at 5:10 a.m. arriving in Rio at 7:50.
Night service: Train leaves Rio at 10 p.m. every Friday,
arriving at Barra at 12:30 and Porto Novo at 5 a.m. every Monday,
arriving at Barra at 3:15 and Rio at 5:30 a.m.
S. PAULO AND RIO.—Train leaves Cachoeira at 12:15
p.m. arriving at S. Paulo at 6:40 p.m. Downward train leaves
S. Paulo at 6:00 a.m. and arrives at Cachoeira at 12:00 p.m.
where passengers change to the D. Pedro II line.
CANTAGALLO R. R.—Leaves Niterói (Sant'Anna)
7 a.m., arriving at Nova Friburgo 12:53. Cordeiro (1 hour
per trainway from Cantagalo) 1:03. Return train leaves
Cordeiro at 1:15 and Nova Friburgo 12:57 a.m., arriving at
Niterói 3:10 p.m. A special Nova Friburgo excursion
train leaves Niterói at 3:15 p.m. and Nova Friburgo at
5 a.m. on Mondays, Thursdays and Saturdays. Ferry boat
runs between Rio and Sant'Anna, connecting with trains.
CORCOVADO R. R.—Trains leave the Station at Coque
Vello, Laranjeiras, at 6, 8, 10, and 12 a.m. and 2, 4
and 6 p.m. on Sundays and holidays, and at 6:30 and 8:30 a.m.
and at 2 and 5:30 p.m. on week-days.
PETROPOLIS STEAMERS AND R.R.—Steamers leave
Tratado Maã at 4 p.m. week days and 7 a.m. Sundays
and holidays. Returning, train leave Petropolis at 7:30 a.m.
week days, and 4 p.m. Sundays and holidays. Mixed
train: upward 6:50 a.m.; downward (from Petropolis) 2:28
p.m., week days only.

Librarias, Museus, &c.

BRITISH SUBSCRIPTION LIBRARY.—Rua dos Ou-
rives, No. 53, 1st floor.
BIBLIOTHECA NACIONAL.—Rua do Passeio No. 48.
BIBLIOTHECA FLUMINENSE.—No. 65, Rua do Ou-
vidor.
MUSEU NACIONAL.—Praça da Aclamação, cor. Rua da
Constituição.
GABINETE PORTUGUEZ DE LEITURA.—No. 19
Rua Luiz de Camões.

Hotels.

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	a.m.	p.m.
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Leaving: {Coque Vello}	6.30 8.30 2. 5.30.	

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Mr. J. C. V. Mendes No. 1 Praça D. Pedro II.
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DEATH.

On 29th December, 1887, at Mossley Hall, Congleton,

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10-15.

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THE RIO NEWS

PUBLISHED TRIMONTHLY
for the mail packets of the 5th, 15th and 25th
of the month.

A. J. LAMOREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, a summary of the daily coffee reports from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

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Subscription and advertisement accounts will be received by

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154 Nassau Street, New York.

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39 Cornhill, London E. C.

MESSRS. JOHN MILLER & CO.,
São Paulo and Santos.

RIO DE JANEIRO, MAY 5th, 1888.

The opening of the third session of the 20th General Assembly took place on the 3rd instant with the usual formalities. The accession of a new and more popular ministry and the expectations of the people in regard to a final settlement of the emancipation question, called out a large and enthusiastic crowd of people who completely filled the streets approaching the Senate. The Princess Regent was received with the wildest applause and her carriage was literally covered with flowers. Such a demonstration at the opening of parliament has not been witnessed for many years. It is to be regretted, however, that the speech from the throne, which we reproduce elsewhere, does not better meet the expectations thus exhibited by the people. It is customary, we know, to make this document as vague and colorless as possible, but on this occasion a more positive declaration of policy was expected and ought to have been given. Instead of this, nothing definite is stated in regard to emancipation, and nothing whatever in regard to the finances. So far as a policy is outlined in this speech the ministry may go through the session without doing anything whatever to meet the exigencies of the hour. Of course, very little is expected in a speech from the throne, but in this respect perhaps a reform would be salutary also, and it is to be regretted that the ministry did not put it into execution. However, in a very few days we shall have the regular departmental reports, the explanations of the new ministers, and possibly an explicit declaration of the programme adopted. The recent enthusiastic reception of the late president of Rio de Janeiro in the towns of the Parahyba valley, and the accompanying tributes to Senator Paulino, raises an expectation of a vigorous pro-slavery opposition to the new ministry, and this may in some measure defer or modify action. Notwithstanding these unfavorable indications, however, we shall hope to see a vigorous policy inaugurated and something definite accomplished toward the final extinction of slavery and the opening of the country to immigrant settlers.

We are now approaching the time when a new and exceptionally large coffee crop is to begin finding its way to market, but nothing whatever has thus far been done to improve the shipping facilities of this port. Every one admits the insufficiency of the facilities afforded by the D. Pedro II docks in times of large and hurried shipments, and yet the monopoly enjoyed by this company is continued, and nothing is done to

arrange other places from which coffee might be shipped. After having built the Gamba maritime station for the D. Pedro II railway, one might suppose that the government would lose no time in arranging for the shipping of coffee direct from that place. It would be interesting to know what this station was really built for. Located at the water's edge and reached by an expensive tunnel, the presumption would be that the intention was to use it for shipping coffee. Instead, the coffee is taken there for storage, then it is carted to the *commissario*, then to the *ensacador*, and then to the D. Pedro II docks for shipment—all of which is attended by considerable expense and loss of time. It would be a very simple matter to provide against all these and to greatly improve the shipping facilities of this port, and representations to that effect ought to be made by shippers insistently and continuously until the authorities yield. There is a probability that the new crop will come down with a rush, in which case serious embarrassments in shipping it are sure to follow. As the new minister of finance is more independent of monopolists than his predecessor, why not petition him for permission to dispatch coffee from other bonded *tráfiques* than the D. Pedro II docks?

It is to be devoutly hoped that the enthusiasm and ardent expectations of the abolitionists will this time be fully realized. After having seen the same hopes and manifestations aroused by Senators Parana-guá, Silveira Martins, and others, only to result in bitter disappointment, we must confess that we are inclined to wait for substantial acts before throwing up our hat. The indications are that the government will undertake to secure the adoption of a measure for immediate abolition, but its success depends largely upon the influence which ex-Premier Cotepepe and Senator Paulino may still have over a reactionary Chamber. It must be remembered that the influential abolition leaders of to-day were pronounced pro-slavery leaders yesterday, and that the present Chamber of Deputies was in outspoken opposition to any further step toward emancipation up to the closing hours of the last session. It is much to expect that so radical a change can be made in the sentiments of life-long pro-slavery men in the short period of seven months, and when it is remembered that the Warwick of the last cabinet is still opposed to immediate emancipation and is still all-powerful with a very large division of the party in power, it is too much to expect that the anticipated measure can be carried without a bitter struggle. There is a prevalent opinion among many that the battle is already won, but this, we fear, is a mistake. Let us wait until the forces are in line of battle before anticipating the result, and even then it will be wise to know what concessions are made before exulting over a victory. We should like to be sure that a measure of abolition will be passed without any condition of time service, or enforced labor, or restriction of rights and privileges. And whatever legislation may be considered necessary to secure the ruling classes from risk and loss, should be general and applicable to all classes. Special or class legislation is dangerous and unjust, and we should certainly like to be sure that the forward step of abolition is not counteracted by a backward step of this character. Let us wait and see.

There can be no question as to the scientific value of the universal climatological dictionary which the director of the National Observatory has undertaken to compile, providing of course that it is based on trustworthy data; but, at the same time, it does not seem just the proper thing

for Dr. Cruls to do. In the first place, no studies of this kind have ever been carried on at the observatory beyond the recording of a few weather observations, and that in so careless a manner that very little confidence can be attached to them. We do not know, therefore, that Dr. Cruls possesses the requisite experience and qualifications for so important a work. This, however, is a matter in which we may be very easily mistaken, as the public may not know what personal and private investigations have been made by this gentleman, and how thorough his studies may have been in this particular department. In another sense, however, the scheme strikes us as being peculiarly ill-timed, and for the simple reason that the climatology of Brazil has never been studied and is at this day as little known as that of the interior of Africa. For the director of a Brazilian observatory to undertake the compilation of a general work on this branch of science before entering into the study of the climatology of his own country, of which comparatively nothing is known, is evidently out of place. More than that, in view of the fact that there are eminent specialists in this science in the old world who are better equipped for the work and have accomplished something in the way of local investigation, the proposition of Dr. Cruls is decidedly presumptuous. To illustrate—let us suppose that Dr. Derby, who is employed by the government for geological work, should devote his time to the preparation of some special international work in that science which must be based almost wholly on the researches of eminent geologists elsewhere—what would be the general opinion of his undertaking? The government might very properly remind him that he is not employed for such work, but for special geological investigations in Brazil. And foreign geologists might with equal propriety remind him that it would be better for him to tell them something about Brazil, of which so little is known, before trying to compile and re-arrange data already known to them. Or let us suppose that Dr. Gould had undertaken to write a general work on astronomy at Cordoba instead of studying and mapping the constellations of the southern heavens, what would he have had to show for the fifteen or sixteen years spent in the service of the Argentine government? He confined himself rigorously to the special work in hand, and while Dr. Liai was running after all sorts of visionary and self-advertising schemes, Dr. Gould quietly accomplished a work which will make himself and his observatory famous for all time. So, too, in this matter of climatology; if Dr. Cruls will initiate investigations in all parts of this great empire and give us a complete and reliable treatise on the climate of Brazil, he will have accomplished a greater and far more useful work than the compilation which he has taken in hand.

Not long since the minister of empire resolved upon the removal of the so-called Normal School of this city to a building of its own, and upon a change from night to day sessions. This step, to all appearances, was necessary and reasonable, for the attendance is large and day sessions will give more time for the instruction committed to its charge. It was a matter for surprise, therefore, to learn that a committee of normal students had visited the principal newspaper offices of the city on the 26th ult. to solicit support in an effort to prevent these changes. The reasons given are that the building selected for the school, which is in Rua da Harmonia, Saude, is in an inconvenient situation and is not as accessible as the present quarters of the school; and that the change from night to day

sessions will be highly prejudicial, as nearly all the students belong to the poorer classes who are compelled to attend to domestic and other employments during the day, and whose attendants, all similarly employed, are at liberty to accompany them only at night. Day sessions would therefore prevent the attendance of a great majority of these students. From these representations it would appear that the government has to deal with a question much broader and more complex than that of establishing a normal school, for the work in hand is rather that of providing free instruction through night schools for a large number of poor and deserving students. In a very large measure, the object is one of charity, and it must be met on that basis from the outset. There is much that is gratifying, and much that is deeply painful in this exposé of the normal school question. It is gratifying to know that there are so many poor girls—a recent report says there are 314 students of both sexes enrolled—who are striving to obtain a better education and to fit themselves for so useful an occupation as teaching. In other countries this profession is esteemed so highly that few can look upon an enrollment in its ranks in any other light than that of a genuine and substantial improvement in their condition, and doubtless these hard-working students of this night school hold it in the same esteem. In so worthy and honorable an effort to better their condition, they are certainly entitled not only to hearty commendation, but to the most liberal support. At the same time it is painful to think that the appreciation of this profession is so small that two or three hours at night are considered sufficient for training these students for teachers, and that the state of society in this city is such that a girl can not go to school, even in the day time, without an attendant. This last consideration may be dealt with in a very few words. This city lays claim to a high state of civilization, and yet by general admission it is considered unsafe to send a girl through the streets without a protector. We have even seen teachers in private schools and sewing girls thus attended, and we have seen well-dressed loafers addressing and following unattended ladies in the streets. This may be called civilization by courtesy, but in reality it is worse than barbarism. In all high grades of civilization women are honored and protected; here they are dogged in the streets by well-dressed libertines without any protection from the law or public opinion, and their persecutors are even legally protected against personal chastisement. A more demoralizing and disgraceful state of affairs can not be imagined. And because of these equally worthless and dangerous elements of society, these poor girls can not attend school without protectors, and then only at night because their attendants must work during the day! It is a burning shame and disgrace! And at the very time this humiliating confession is made, the minister of justice and his admirers are shivering with horror over the existence of "dark cells" in the penitentiary for the punishment of refractory criminals! In regard to the mistaken appreciation of normal training, it ought to be clearly understood that the institution under discussion is not a normal school at all, according to modern ideas. In the high schools of the United States it is a common thing to find "normal classes," which are designed to give rudimentary instruction in the methods of teaching; but a "normal school" is an institution where the student pursues higher and special courses of study and is given practical instruction in teaching under the supervision of competent professors. Such institutions always have primary and intermediate schools attached, where the normal students

are required to teach in all grades and upon all subjects. Such a normal school is a practical training school where the graduate is already an experienced teacher. In the Argentine normal schools the course is for five years, at least three of which must be spent in teaching. Compared with these, how shall we classify this Rio night school? Is it not more like the "normal classes" in the American high schools, than a real training school for accomplished teachers? We shall not question the good work which it is doing, nor the need of continuing the school just as it is, for the facts prove the need of free night schools for young men and women who are compelled to earn wages during the day. But it is an absurdity to label such a school "normal" and restrict the profession of teachers to the limited and imperfect training obtained in it. Money enough is wasted here to establish and support a first-class normal school, and we shall hope to see some movement made in that direction.

LEGISLATIVE NOTES.

April 27.—The first preparatory sessions in the Senate and Chamber were held.

May 3.—The Chambers met at the Senate at 1 p.m. when H. I. H. the Princess Regent read the following Speech from the Throne.

August and most worthy gentlemen, representatives of the nation:

Your reunion, which always awakes well founded expectations, causes me great satisfaction from my great confidence in your enlightenment and patriotism.

H. M. the Emperor, my much beloved father, has obtained in Europe the benefits propounded by the physicians. All indications are that shortly he will return to the country to again consecrate to it untiring dedication. To H. M. the Empress, my beloved mother, God has conceded the grace of preserving her health to the end that during the voyage she could continue to exercise the cares of a devoted spouse.

The certainty that all Brazilians share with me the pleasure I have in making this communication is satisfactory to me.

Friendly relations continue with foreign powers. The mixed commission appointed in virtue of the treaty of September 25th, 1875, between the empire and the Argentine Republic has advanced as much as possible their labors, and will shortly conclude them.

The Brazilian arbitrator appointed to the mixed international commission met at Santiago, has completed his mission. Such business as was not passed by the commission was arranged by consent. A sanitary convention has been celebrated in this city with the plenipotentiaries of the Argentine and Oriental do Uruguay Republics, which has not yet been ratified.

Order and public tranquillity have been unchanged. Some local riots, of restricted and casual origin, were immediately suppressed.

I expect from your wisdom measures to improve the circumstances of judges and to render more effective their responsibility. The organization of the public ministry is of indelible urgency, as also a reform in the prosecution and sentence of offences subject to light penalties. The government will renew its endeavors to furnish our country with a civil code founded on the solid bases of justice and equity.

The police force of the capital of the empire needs increasing, and an organization more appropriate to the functions proper to it.

It is very important to public safety that the laws controlling idleness should be improved with the purpose of promoting moral education by labor.

The sanitary condition of the country in general is good, and there are vast regions that offer permanent conditions of salubrity. Proper measures prevented, or diminished, certain diseases that periodically appear at some points on the coast, and saved us from the cholera-morbus that invaded neighboring states.

It is proper that you should still pay attention to the sanitary question in the capital, for which plans and surveys are prepared for your enlightened examination.

Provincial and municipal administration require reforms to enlarge their respective spheres of activity.

To reorganize education in its various degrees and branches, diffusing the most useful knowledge for practical life and preparing by serious and well directed instruction the candidates for careers that require a superior intellectual cultivation, is a question that is much recommended to your patriotic solicitude.

The public revenues increased during the past fiscal year and were abundant for the ordinary expense. What was expended in excess, through credit operations, represents improvements which, if not offering immediate remuneration, secure good economical results.

Our military organization requires some reforms, among which the principal are the penal and prosecution codes, the project for which depends upon your definite resolution.

The extinction of the servile element, through the influence of the national sentiment and of private liberality, in honor to Brazil has peacefully advanced in such a manner that it is to-day the proclaimed aspiration of all classes, with admirable examples of abnegation on the part of the owners. When private interest itself comes spontaneously

to assist that Brazil may be relieved of the unhappy inheritance which the needs of agriculture have maintained, I trust that you will not hesitate to extinguish from the national law the only exception therein existent antagonistic to the Christian and liberal spirit of our institutions.

Under precautions that will secure order in the transformation of labor, that will incite by immigration the settlement of the country, facilitate communication, utilize public lands, develop agricultural credit and cherish national industry, it may be asserted that production steadily increasing will receive a strong impulse and will enable us the more rapidly to arrive at our auspicious destiny.

August and most worthy gentlemen, representatives of the nation:

Very elevated is the mission that actual circumstances have marked out for you. I have confidence that you will respond to that which Brazil expects from you. The session is opened.

ISABEL, Princess Imperial Regent.

PROVINCIAL NOTES

—The annual appropriation for the S. Paulo provincial assembly is 93,120\$.

—A new sugar refinery was inaugurated in Campinas, S. Paulo, on the 21st ult.

—A night school for freedmen and mechanics has been established in S. Paulo by the abolitionists and was formally opened on the 23rd ult.

—The March receipts of the Amazonas custom house amounted to 121,193\$415, and of the provincial *recebedoria* to 142,592\$459.

—The capital of the S. Paulo elevated railway (Lartigue system) has been fixed at 100,000\$, of which about one-fourth has been subscribed.

—The March receipts of the government telegraph office at Pará amounted to 5,455\$360, of which 3,647\$400 were from official telegrams.

—A Campos paper says that notwithstanding bad weather 24 citizens met there recently and organized a republican party for the municipality.

—The March receipts of the S. Paulo subtreasury amounted to 1,293,710\$991, against 1,334,373\$101 in the same month of last year.

—The president of S. Paulo has rented a new edifice on the "Largo do Palacio" for a postoffice and telegraph station. The rental is 11,000\$ per annum.

—The S. Paulo provincial assembly employs two 1st-class and two 2nd-class stenographers, whose salaries are 3,000\$ each for the first and 2,400\$ for the second.

—The *Relação* of Ouro Preto has confirmed the sentence of a lower court in favor of the Ouro Preto aldermen dismissed by the president of Minas Gerais.

—The conservative candidate, Visconde de Nacar, to fill a vacancy in the Paraná delegation to the Chamber of Deputies, has been elected by a large majority.

—The province of Pará paid 4,683\$333 to Messrs. Parcell & Pereira as the February quota on the subsidy granted these parties for catching fish for that market.

—The Bahia provincial assembly has voted a project for a loan of 8,000,000\$ to consolidate the debt of the province, and the measure has been signed by the president.

—According to a recent statistical return there are 101,614 free children of slave mothers in Minas Geraes, who are liable to enforced service until 21 years of age under the emancipation law.

—The March postoffice receipts in Pará were 6,884\$82 for the city and 471\$130 for the rest of the province. The city receipts in the same month of last year were 3,972\$927, showing a very hopeful increase.

—The despatch with which the late president of the province of Rio de Janeiro turned over the administration of the province to his substitute is heartrending. He does not want any of his bones planted in the capital.

—A Pirassununga, S. Paulo, journal recently stated that hardly a day passes there, in which five or six marriages of freedmen are not celebrated. Perhaps the inhabitants of cities will take the example and live cleanly.

—On the 21st ult. the president of the province of Rio de Janeiro sent to the department of justice a request from the chief of police that he might be authorized to buy two presses, necessary for the filing away of the archives of his office.

—The Amazonas botanical museum is about to issue a review of the work accomplished in that institution, under the direction of J. Barbosa Rodrigues. The first number will describe 22 new palms and various other interesting plants.

—On the 13th ult. a number of relatives and friends of Senator Dantas met at the Itapoporoca plantation, Bahia, and freed all their slaves—580 in number—in honor of the illustrious statesman above named. All the liberations were made conditional on compulsory service until 31st December, 1889. The friends of Senator Dantas ought to have done a little better than this.

—The suspended municipal council of Ouro Preto has resumed its functions.

—There were 7,581 immigrant arrivals at the port of Santos during the month of April.

—The March receipts of the Pelotas *meça de vendas* amounted to 67,990\$901, and of the *meça provincial* to 69,483\$183.

—The British consul at Santos, Mr. F. H. Cowper, has returned from his visit home and has resumed charge of the consulate in that city.

—A meeting is to be held at Juiz de Fora next Sunday to arrange for a representation at the Paris exposition. Among the signers to the call is the Barão de Santa Helena, conservative candidate for senator.

—A domestic servant's law has gone into force in Rio Grande and Pelotas. Every servant is obliged to have a pass-book, viséed by the police, which must be carried to the authorities for a new visé every time the servant changes his residence.

—The president of the province of Rio de Janeiro having resigned his appointment, considerably difficulty appears to have arisen as to his substitute. Three vice-presidents declined the honor, but the fifth on the list seems to have accepted.

—The health inspector of Pará reports a total mortality for that city last year of 2,405, of which 963 were under 10 years. The deaths from intermittent and bilious fevers numbered 260, *beri-beri* 256, consumption 157, yellow fever 107, small-pox 59, measles 60, etc.

—A local colleague calls the immigrant reception house at S. Paulo the "palace of immigration." That immigrants here are received in a palace should at once be disseminated throughout Europe, but care should be taken not to let the emigrating aristocrat know how dirty and unwholesome the aforesaid "palace" really is.

—On the 21st ult. the proposal of a party to introduce 5,000 families of Portuguese from the continent and islands, was met by the president of the province of Rio de Janeiro by a reply to draw up a contract for the introduction of 500 families. Rio does not yet see the necessity of introducing free labor, or the contractor was not worthy of contemplation.

—Telegrams from Ceará on the 1st inst. represent a very peculiar state of affairs in that province. The provincial assembly had been convened for the 5th inst. and the preparatory sessions began on the 1st. As soon as the deputies got together the two conservative factions began to quarrel, and elected two sets of officers, whereupon the president revoked the call and adjourned the session indefinitely.

—The French str. *Bourgoigne*, which arrived at Santos on the 17th ult. with 845 immigrants, lost 15 during the passage and 1 in port. Among the deaths was that of the Brazilian musical student, José Lino Fleming, who was returning home as a 3rd-class passenger. His death occurred on the 7th and he was buried at sea. The sanitary condition of these immigrant steamers ought to be rigorously investigated.

—Some days ago a S. Paulo planter sent four small-pox patients from his plantation into the town of Mogy-mirim to be treated there. The authorities at once bundled them into a wagon for carrying animals and sent them back. If the poor wretches are not already dead, they are probably passing to and fro between Mogy-mirim and Resaca, where the planter lives. Let us hope that death—more merciful than man—has come to their relief!

—Steamship travel on the Amazon seems to be attended with difficulties. On the 4th ult., as the Amazon Co's. steamer *Aere* was leaving Mandos for the Rio Juruá a serious conflict broke out among the steerage passengers, resulting in many knife wounds. The cause was owing to the fearfully crowded condition of the steamer, which led to an inevitable struggle for places. The agency had sold tickets to all applicants without reference to the steamer's accommodations—about 400 in all—and then the officers of the boat nearly filled their quarters with the coal required for the voyage. It would seem advisable for the company to put another steamer on this route.

—*Money*, a London financial journal, in referring to the wild speculation in diamond mining shares, says that the export of diamonds for the last five years from South Africa amounted to:

1883.....	£2,742,470
1884.....	2,807,329
1885.....	2,492,753
1886.....	3,504,756
1887.....	4,033,582

The exports are expected to reach £6,000,000 in 1888, and our colleague appears to think that investors in this form of security should hold off, as stocks are already considerable and 5,000,000 carats of diamonds is a large supply for a year.

RAILROAD NOTES

—Rumors continue to be current that the Leopoldina company will be taken over by foreign capitalists.

—The 1887 receipts of the Bahia and Minas railway were, according to the directors, 218,765\$439 and the working expenses 140,457\$495.

—The gross receipts of the Oeste de Minas line last year were 308,247\$675, against 224,767\$677 in 1886. The working expenses in 1887 were 190,390\$169.

—A contract was signed on the 21st ult. between the province of São Paulo and the Sorocabana company, represented by J. J. Pereira Jr., for an extension of that line from Botatú to the Rio Paranapanema, at the mouth of the Rio Tibagy.

—The gross receipts of the Bragança railway of São Paulo for the half year ending 31st December last were 51,362\$642. The expenditures are not published, but were evidently in excess of the receipts. The number of passengers carried was 8,786, of which 274 rode on free passes. The total received from the province on the 7% interest guarantee enjoyed by the line, up to 31st December, was 846,525\$869.

—A contract was signed at São Paulo on the 25th ult. for the extension of the "Rerenda e Areas" railway from Formosa to Rodão on the Rio Sant'Anna, a distance of 16.6 kilometres. The privilege is for 30 years, and a guarantee of 7% during construction and 5% thereafter on 400,000\$ is conceded by the province. At the end of the privilege the property is to revert to the province without indemnification.

—The extension of the Norte railway to its junction with the Grão Pará railway at the foot of the Petropolis mountains was inaugurated on the 25th ult. The Princess Regent, Comte d'Eu, the minister of agriculture, and various diplomats and grandees were present. According to *O Paiz* the inaugural train made the trip of 3,000 kilometres in one hour-and-a-half—an unprecedented speed. It may be mentioned that the *Jornal* makes the distance 49 kilometres, in which case the speed seems only moderate. A feature of the ceremony was the blessing of the engine and wagons, and we presume this reduces all risks of accidents to a minimum. This is the line known in London as the "Rio de Janeiro and Northern."

—Decree No. 9,932, dated April 11th, authorizes the extension of the Príncipe do Grão Pará railway from Areal to Entre-Rios on the D. Pedro II line. The conditions imposed by the government seem to us somewhat onerous: the establishment of mutual traffic and the *beneficio* of the government to to tariffs from the city to stations on the extensions; the government reserves the right to invade the zone of the Grão Pará company, if this be considered necessary; the extension reverts to the state at the expiration of the concession; the company abandons the privilege of constructing the line to S. José do Rio Preto and the government has the right to disappropriate any part, or all, of the Grão Pará railway.

—According to the half-yearly report, just received, of the Recife and S. Francisco railway, the total traffic receipts of that line for the six months ending 31st December last were 65,350 \$14, or an increase of £11,028 6s 11d over the same period of 1886. The working expenses were £31,327 8s 11d, showing an increase of £2,041 14s 8d. The directors complain of being unable to obtain satisfaction from the government in regard to taxes, deductions, etc., the total of which now amounts to £6,043 4s. During the past year, for the first time, the charge for fire insurance premiums was disallowed, amounting to £434 5s.

—The balance sheet of the S. Paulo and Rio railway dated on 31st December last shows among the assets:

Cost of the line.....	10,656,182\$563
Shares deposited in London.....	6,793,800\$000
Less redeemed.....	1,145,683 818
Deposit in London.....	5,648,116 182
National Treasury.....	203,072 580
Stores.....	265,239 802
And on the other side:	184,632 826

Capital.....	10,665,000\$000
Balance of loan in London.....	5,648,116 182
Dividends.....	148,910 000
Profit and loss.....	646,756 334

Among the assets is an item, "interest guarantee," representing 6,347,375\$961 which is balanced on the other side by two items, "provincial and national treasures." The auditors state that the gross revenue in 1887 was 1,328,809\$505, against 1,375,109\$700 in 1886, but that expenses being 898,609\$211 and 1,057,033\$362 respectively, the net balance increased from 318,076\$338 in 1886 to 430,260\$204 in 1887. The dividend declared was 7 per cent.

LOCAL NOTES

—Decree No. 9,828 dated on the 11th and published in the *Diário Oficial* of the 30th ult., approves the modifications of the tariffs on the S. Paulo railway.

—The president of the province of Rio de Janeiro has approved the proposal of the S. Isabel do Rio Preto railway to furnish gratuitous passages to immigrants, who propose to settle in the zone granted the company.

—Some of the S. Paulo papers are sharply attacking the directory of the Sorocabana railway. Some of the employees seem to have combined the furnishing of material to the road with their official positions, but the rumors seem vague and are, of course, contradicted.

—The Itana railway directory has declared a 7% dividend on its trunk line. The recent contract in London for a loan of £150,000, at 6 per cent., payable in 30 years, has been approved by the shareholders. It looks like borrowing money to pay dividends.

—Opinions are various as to what the Norte railway was built for. The representative of one of the daily papers who assisted at the recent inauguration says the line runs through a marshy country, without signs of cultivation, and describes the trip as "fatiguing and monotonous." Perhaps the Grão Pará railway company could give an explanation of the affair.

—The balance sheet dated December 31st last of the Leopoldina railway shows among assets the following:

Cost of line and branches.....	43,445,399\$305
New works.....	321,803 000
Reconstructions.....	674,528 703
Shops.....	618,761 264
Real estate.....	63,502 100
Rolling stock.....	1,910,301 004
Fixed material.....	395,954 120
Stores.....	300,665 971
Morton, Rose & Co.....	8,888,888 888
Subsidiary shares.....	3,219,200 000
Deferred do.....	36,264,000 000
Prov. of Minas Geraes.....	1,192,742 627
Reserve fund investments.....	390,844 000
Pledged securities.....	493,000 000

And on the other side:	
Capital.....	50,000,000\$000
Reserve fund.....	412,437 472
Special reserve.....	156,469 375
Subsidy from prov. Minas.....	2,509,884 000
Dividends.....	307,100 991
Interest on debentures.....	278,163 605
do do gold.....	89,646 804
Debentures, currency.....	15,330,200 000
do gold.....	4,279,736 112
do do 2 series.....	17,777,777 776
Banco Rural.....	7,018,071 600
Banco Internacional.....	408,510 340

The auditors state that the 5 per cent. loan for £2,000,000 was issued at 81 per cent. net; and that upon the same conditions a loan for £600,000 had been raised in Rio from the Bancos Rural and Internacional.

—The *Railway Times* of the 7th ult., gives the following comparative statements as to the traffic receipts and the expenditure of the S. Paulo railway for the latter half of the years

	1886	1887
Passengers, parcels, etc....	£ 28,971	£ 34,654
Mdse. and live stock.....	445,224	203,344
Miscellaneous.....	8,603	14,141
Receipts in England.....	770	2,386
Total receipts.....	£483,568	£314,525
Expenditure.....	193,167	139,217
Net earnings.....	£290,401	£175,308
Balance from previous acc't	5,428	20,027
Total net revenue.....	£295,829	£195,335
Debiture interest.....	£ 20,625	£ 20,625
Brazilian impost.....	1,362	480
Dividend.....	120,000	105,000
Balance next account.....	153,842	69,135
	£295,829	£195,335

The dividend in 1886 was at the rate of 12 and that of 1887 at the rate of 10 per cent. per annum. At the meeting of shareholders held on the 6th April the chairman stated, "with regard to the question of discontinuing the guarantee, they proposed to summon a council of shareholders to take the matter into consideration. They had repaid to the government the whole of the sums advanced to them under the head of guaranteed interest, and he conceived that they were now free to act exactly as it might suit their own interests. He could conceive no better way of conciliating the people of the province than by removing the tax now collected on behalf of the government. Therein, he believed, lay their security for the future." In answer to questions he stated that last year £150,000 had been paid to the Brazilian government as its half of profits over 8 per cent. per annum.

—The British gunboat *Ryfelman* arrived at Montevideo from St. Helena on the 13th ult.

—Rumor has it that there are 25 candidates for the vacancy caused by the resignation of the late manager of the S. Christovão tramway.

—The present minister of war may be an excellent administrator and first-class statesman; but he would not make much show at the head of a battalion.

—A philanthropic Figaro has agreed to cut off the heads (of hair) of all the poor children sent to Sr. Ferreira Vianna's brain new asylum, free, gratis and for nothing.

—One of our race courses, Prado Villa Isabel, claims to have earned (?) 329,539\$ in commissions on pool betting in three years. And wonder is expressed that there is no money in Rio!

—"Can any man by taking thought, add one cubit to his stature?" Of course not; but some of our Rua do Ouvidor *fanciers* try to add some inches by tacking preposterous heels to their boots.

—While titles of councillor are flying all around the departments, how is it that the courteous, amiable and generally esteemed *official de gabinete* of the minister of agriculture is overlooked?

—A local statistician gives the total number of deaths in this city during the past year as 14,875. Estimating the urban population at 335,000, this shows an annual death rate of 44 per thousand.

—On the 25th ult., the *Journal* acknowledges the receipt of 10\$ "for the poor, which will be remitted to the Banco Rural e Hypothecario." And yet the shares of this bank are at a handsome premium!

—A society to be known as the "League of Colored Men" has been formed here, the purpose of which is to improve morally and intellectually the black and mixed population. Good luck to it!

—*Diário de Notícias* of the 25th ult., contains a valuable contribution to contemporary Brazilian literature. It is a translation of the *Stabat Mater* into Portuguese by the Emperor. We hope the *Dies Ire* is to follow.

—The Petropolis emancipation committee had a balance left over of some 400\$, which was delivered to an orphan's school. It is none of our business, but it seems it would have been more consistent to have freed another slave, or so.

—The *Journal* of the 28th says the minister of marine will send a man-of-war to carry a commission for the examination of Trinidad island. If this island will suit, the convicts on Fernando Noronha will be transferred to it.

—In recognition of their having liberated all their slaves, 1,909 in number, the Viscondes de S. Clemente and Nova Friburgo have been elevated to the rank of "Condes." These slaves represent a nominal value of about 1,200,000\$.

—With Sr. Ferreira Vianna at the head of the department of justice and Sr. Domingos de Andrade Figueira made a councillor of state, the spicy attacks of these two "hulls in a china shop" are likely to be wanting during the next legislative session.

—The rent in March of buildings occupied as primary public schools in the municipality of the capital amounted to 10,314\$656, or say 123,768\$ per annum. This represents a capital of 2,475,360\$, and the question is, would it not be just as well to buy buildings and save money?

—On the 23rd ult., the minister of marine authorized the engagement of extra labor to complete the repairs making on the corvette *Guanabara*, the amount to be expended not to exceed 94,200\$. We hope this does not mean that the boundary question has not been settled.

—The adjutant general of the Brazilian army was 85 years old on the 24th ult. As the legislature has decided that a judge of the Supreme Court is incapable of judging at 70, certainly the adjutant general must be incapable of soldiering at 85. Why not let the old gentleman rest on his laurels?

—We note with pleasure that Engineer Revy has been authorized to dig to more holes in the ground in the 4th district of this city. The purpose is to drain that district—and the public treasury. It is thought that the illustrious engineer proposes to get rid of the surface water by means of these holes.

—A policeman was shot and killed by a comrade in Montevideo on the night of the 13th ult. An investigation showed that the assassin had been guilty of two other murders, for the second of which he had served three years imprisonment. Is this the kind of policeman employed in Montevideo?

—We thought we had found peculiar names in Brazil but we take it all back. In one single number of an American exchange we see that "Miss Cricket Levin" was at home for the holidays and that "Miss Unity Dancy" had given an unique entertainment. There is unfortunately no mention of a "Mr. Baseball Nine."

—The mileage allowance to a deputy from Pará is 800\$000, which is over twice the fare charged by the steamship companies.

—An emission of new 20\$ notes has been made. In view of the great scarcity of small change, would not an emission of 1\$ and 2\$ notes be better?

—On the 25th ult., the minister of agriculture declined a proposal from Messrs. Chipman Brothers of Halifax to establish a subsidized steamship line between Canada and Brazil.

—The *Journal's* April review of the provinces states that there are now over 80 cotton, woolen and silk factories in the empire, 40 central sugar factories, and 200 wine factories using domestic grapes.

—A poor Italian was swindled out of 164\$ the other day by a fellow named Azevedo who was to get him a boot-black's license. Is it not time for the city council to repeal this most unjust and iniquitous tax?

—The Comte d'En celebrated his forty-second birthday on the 28th ult. It is hardly necessary to say that we shall be happy to record the eighty-second anniversary of H. H., beyond which period we decline to compromise ourselves.

—Since the question has arisen how the telephone company got its license to obstruct a narrow street with one of its posts, the city council has been unable to get a quorum together. Are the city fathers afraid of an investigation?

—A police scandal here knocked the wind out of the Cotejipe cabinet, and now the rumor is that the action of a police officer at Rezende, province of Rio de Janeiro, who has been acting as police sub-delegate there, has caused the resignation of the president of Rio. What is the matter with our police, any way?

—An association known as the "Brazilian Fencing and Target Club" was duly organized on the 29th ult. It is composed of *cavalheiros* (chevaliers?) of our best society. The Beethovens should prepare for squalls; perhaps it has, as "sopranos" have recently been delighting the members of the Brazilian Savage Club.

—Telegrams received here from Pernambuco on the 26th ult., stated that the commander of the flying squadron had become alarmed by the non-appearance of the *Príncipe de Marjao* and *Niteroi*, and would order the *Almirante Barroso* to proceed to sea in search of the missing corvettes. They turned up on the 1st inst. however and are now enjoying the congratulations of anxious friends.

—A "British, Colonial and American Agency" has been opened at 466 Calle Cuyo, Buenos Aires, which is designed to serve as a centre for English speaking visitors to that city, after the style of the American Exchange in London. Reading and writing rooms, information bureau, private offices, guides, etc., will be provided at a moderate charge.

—Our municipal chamber has let loose on the unprotected inhabitants a large number of committees to secure contributions for the emancipation of all the slaves in the city. If the government proposes to give us an abolition bill, the question is what is to be done with funds raised by these committees? The city fathers know, doubtless.

—If *O País* is correct, Chili seems to be a wonderful country. The census of 1885 gives a population of 2,572,320 of which 1,362,576 can read and write. In 1875 out of a total population of 2,075,971, only 898,468 could read and write. The increase of population and of instructed persons is therefore nearly the same. Perhaps infant Chilians now come into the world with their spelling books in hand.

—According to a Rio telegram published in *El Globo* of Buenos Aires of the 14th ult., a conference between the minister of war and the generals of the Brazilian army took place that morning, at which the minister proposed to increase the army to 200,000 men, to be organized in six brigades of 50,000 (sic) each. The telegram says the idea was much applauded. The whole scheme is news to us, particularly that part which gets only 200,000 out of six brigades of 50,000 each!

—According to the colonization bureau there were 2,087 immigrant arrivals at this port in April, of which 1,023 were Portuguese, 678 Italians, 246 Spanish, 42 Germans, 22 French, 13 English, etc. This number includes all 3rd-class passengers, whether they intend to remain in the country, or not. The number passing through this port to Santos was 654, and to S. Francisco 731 while the number leaving the empire was 855, of which 830 went to Europe and 25 to the River Plate.

—Our new naval meteorological department has made a thoroughly characteristic start by just publishing the U. S. Navy Dept's February advice to navigators to keep a good lookout for icebergs in the North Atlantic. These icebergs sometimes last until August and are found somewhere south of the banks of Newfoundland. Perhaps Lieut. Pinheiro wants the fishermen in this neighborhood to keep a sharp watch also. If this is a specimen of the work which the new bureau proposes to accomplish, the navigators along this coast may as well depend on their own barometers.

—Was it not something of a trick to make Deputy Andrade Figueira a councillor of state? We ask for information.

—The minister of marine has instructed the "central meteorological bureau" to present plans and estimates for an electric-telegraphic station on the island of Fernando de Noronha.

—According to an advertisement of the New York Life Insurance Co., all but one of the suicides on its list in this country were Germans. It would be interesting to know the reason for this.

—There is a curious coincidence in the arrival of a conjurer called José Avelino and a public character of the same name who has been hunting up contributions for the French exposition in S. Paulo. Which is which?

—It is said that Col. Gardemia, chief of the Argentine boundary commission, is going to publish a book on the *Misiones* exploration. He kept a diary. The book will be awaited with keen interest.

—The Union Beneficent Society of Coachmen proposes to give its members practical lessons in how not to run over foot passengers. The idea is not bad; but why do not the foot passengers organize to show coachmen that they may not be run over with impunity?

—After some difficulty and perplexity we have solved the value of freeing slaves. Visconde de S. Clemente and his brother, Visconde de Nova Friburgo, have recently liberated about 2,000 slaves and are advanced one step in the hierarchy of nobility; ergo, 1,000 slaves is the official equivalent of the title of "count."

—The Princess Regent has conferred the insignia of *dignitário* of the Order of the Rose on Dr. Salvador de Mendonça, Brazilian consul-general in New York. Consul-general Mendonça has been making a prolonged visit in this city, and has recently been arranging statistical data for the government in regard to the trade between Brazil and the United States.

—It is just a little amusing to see some of our local colleagues talking about the iniquitous protective system of the United States. Did we not know how improbable it is, we should be inclined to believe that they had been repeating ideas recently gleaned from the French press, for surely there is not the slightest reason in the world why a Brazilian should complain. With so many of the important productions of this country admitted into the United States *free* of duty, surely American protection can not be considered so very inimical to Brazilian interests. The shoe is decidedly on the other foot, colleagues!

—At a fancy ball held early in the year somewhere near New Orleans various countries were represented and a colleague says "Brazil" by Mr. Mack Whitaker, in a modern-style suit and a soldier's cap." Now, it is evident this young gentleman was poking fun at the empire, for it is well known that a lightly-attired Indian is Brazil's figurative representation. Or it may have been malice; the "modern-style suit" meaning French varnish and the military head piece Caesarism. In any case the Brazilian authorities should take cognizance of so glaring a piece of discourtesy on the part of a friendly nation.

—Three men dined together at a restaurant here the other day, and after dinner proposed to nationalize the remains of the banquet. The result was as follows: butter from Denmark, bread made of American flour, olives and tooth-picks from Portugal, mutton from New Zealand, *molho inglês*, potatoes and wine from France, etc. The products of the *industria national* were fish, beef, ice and fruit. Moreover, a large proportion of the waiters were importations, the gas was Belgian, the chairs Austrian, the crockery and glass foreign, and finally the account was paid in currency made by the American Bank Note Company. *Viva a industria national!*

—The reclamations continue to come in against our proposal to have a lantern given to Engineer Socrates, the government military engineer for Goyaz, and may now be said to include nearly all the classically-educated Englishmen in Rio. We regret to note that our conservative friends have dropped into the error that Diogenes was the only ancient who ever had a lantern, and that no other man with a Greek name has any business whatever with such an article. We want it distinctly understood, however, that if any Brazilian Greek, or Greek Brazilian, wants to carry a lantern, he has the fullest permission from this office to do so, and if he succeeds in finding anything with it he shall have a double-lendel notice in these columns, even if his name be Byron O'Lynn. We have had Diogenes crammed down our throat long enough, and we now propose to give the other Greeks a chance.

MARRIAGE.

WHITTLE-DENNIS.—At the British Consulate, Bahia, and afterwards at the English Church, on April 25th, by the Revd. Alfred Butler, M. A., JAMES HENRY WHITTLE, Mem. Inst. C. E., of Victoria St., Westminster, son of Henry F. Whittle, late of Montevideo, to CLARA WATERS DENNIS, eldest daughter of Frank Dennis, of Bahia.

Shipments for United States during the week.....	23,000 sh.
do do Europe etc.....	11,000 "
Sailing clearances for the United States.....	"
Steamer clearances do (1).....	"
Clearances for Europe and elsewhere.....	8,900 "
do sail.....	35 c & 5/6 "
Steamers loading for United States.....	15 "
Stock in hand.....	25,000 "
Stock at Santos this morning, retand and hands.....	25,000 bags
Receipts during week to 27th April.....	24,000 "
Sales for United States during week.....	40,000 "
do Europe.....	40,000 "
Shipments to United States do.....	20,000 "
do Europe.....	6,000 "
Market firm: Good Average.....	48000 "
Steamers loading for United States.....	48000 "

LATEST LONDON QUOTATIONS OF BRAZILIAN STOCKS AND SHARES.

EXTRACTED FROM THE "STATIST" AND "RAILWAY NEWS" OF APRIL 7TH.

Government Stocks.	
1863 4½ per cent. Loan	99-101
1865 5 " "	101-103
1871 5 " "	101-103
1875 5 " "	101-104
1879 4½ " "	99-100
1883 4½ " "	100-101
1886 5 " "	102-103

Railways.	
20 Alagoas, Lim. 7 per cent. guarantee	18½-19½
20 do do deb. 6 per cent.	106-108
20 Bahia a S. Francisco 7 per cent. guar.	24-25
20 Brazilian Great Southern	16½-16½
100 do do deb. 7 per cent.	103-105
100 do Sig. Mt. deb. 6 per cent.	103-105
100 Brax. Imp. Cent. Bahia	88-90
100 do do deb. 5½ per cent.	112-114
100 do do deb. 6 per cent.	112-114
100 Campos & Carangola deb. 5½ per cent.	103-105
100 Com. de Fm. Lim. 7 per cent. guar.	17-18
100 do do deb. 5½ per cent.	103-105
100 D. Theresa Christina deb. 5½ per cent.	88-90
20 do 7 per cent. guar.	9-8
20 Great Western of Brazil 7 per cent. guar.	21½-22½
100 do 6 per cent. deb. stock	129-134
20 Imp. Brax. Natal & Nova Cruz	8½-9½
100 do do deb. 5½ per cent.	93-95
20 Minas & Rio Lim. 7 per cent. guar.	22½-23
100 do do deb. 6 per cent.	107-109
100 Mogiana deb. 5 per cent.	105-107
100 Porto Alegre & Nova Hamburg deb. 7½	98-100
100 Recife a S. Francisco 7 per cent. guar.	112-119
100 do do deb. 5½ per cent.	107-109
20 S. Paulo 7 per cent. guar.	43-44
100 do do deb. 5½ per cent.	133-137
20 S. Paulo & Rio deb. 6 per cent.	8½-9½
100 do do 2nd series	109-110
20 Southern Brazilian	18½-19½
100 do do deb. 5½ per cent.	112-119
100 West. S. Paulo deb. 7 per cent.	108-111

Miscellaneous.	
12½ Amazon Steam Navigation	1-2
20 Bahia Central Sugar	1-2
20 Cantanva Wm. deb. 6 per cent.	8½-9½
100 Cent. Harb. Corporation	107-108
100 English Bank of Rio, Lim.	12-13
100 London & Brazilian Bank, Lim.	18-19
100 Recife Drainage, deb. 5 per cent. guar.	88-90
25 Rio City Improvements	30-32
100 do do deb. 5 per cent.	106-108
100 do do int. 5 per cent.	106-107
100 Rio de Jan. Flour mills	8-8½
100 Santos Improvements	12-13
20 Brax. street tramway, Lim.	106-107
100 Brax. Sulamerica Tel.	12-13
100 do bonds 5 per cent.	106-108
100 West. & Braz. Tel. Lim.	106-108
100 do do deb. A 6 per cent.	106-108
100 do do B do	106-108
100 London, Plat. & Brazil Tel. Lim.	106-108
100 Bahia Gas	106-108
100 Parã	106-108
100 S. Paulo do	106-108
80 S. John del Rey gold mine	106-108

MARKET REPORT.

Rio de Janeiro, 4th May, 1888.

Exports.

Coffee.—There has been a somewhat active demand, but business has been curtailed by the unsatisfactory quality of stock. Receipts are again larger and consist partly of new crop coffees both "washed" and "terreiros"; this latter is said to be lowland coffee and the first marketed was of so good a quality, that such of our exporters as sent forward type samples drawn from the early receipts will be obliged to replace these by other types, as the grade of more recent receipts is not quite equal to the earlier entries. Prices have been sharply advanced as will be seen from the quotations we give below, and the market is firm at the advance. There seems to be no novelties as yet to new crop.

Shipments since our last report are:

4,659 bags for the United States
5,288 " Europe
500 " Cape of Good Hope
14,250 " Elsewhere
61,503 bags.

For the same time the daily foreign clearances at the custom house have been:

55,491 bags for the United States
5,649 " Europe
500 " Cape of Good Hope
5,296 " Elsewhere
65,256 bags.

The vessels cleared with coffee are:

United States.	
Apr. 28 New York Brax <i>Euclid</i>	3,650
May 1 do " <i>Lansell</i>	20,421

Europe.	
Apr. 21 Marseilles Fr str <i>Bourgeois</i>	1,424
24 London Br str <i>Nova</i>	200
24 Havre Fr str <i>Ville de Montevideo</i>	156
26 Hamburg Ger str <i>Montevideo</i>	684
30 Mediterranean Fr str <i>Staubach</i>	509

Elsewhere:

May 2 River Plate Brax <i>Tagua</i>	4,651
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The foreign clearances in April were divided as follows:

75,000 bags for the United States
41,428 " Europe
8,050 " Cape of Good Hope
3,774 " River Plate and West Coast
128,202 bags

Receipts for the past eleven days have averaged 1,077 bags per day, against 1,200 for the preceding nine days. The daily average in April was:

3,241 bags
against 6,352 " in 1887
6,734 " 1886
6,734 " 1885
5,800 " 1884
11,038 " 1883
12,491 " 1882

Brokers' quotations this morning were:

per 100 lbs.	
Washed	\$8.80-8.85
Superior	nominal
Good first	5 5/8-5 7/8
Regulate first	5 1/2-5 5/8
Ordinary first	5 1/4-5 5/8
Good second	4 3/4-5 1/4
Ordinary second	3 7/8-4 1/4
Captains	5 5/8-6 000
Eschola	do
Showing a somewhat wide range.	

Stocks were this morning estimated to be 54,000 bags in first and about 250,000 in second hands awaiting shipment.

Vessels loading and to load.	
New York Br str <i>Sirius</i>	24,500
do Amer str <i>Alliance</i>	1,000
do Ger str <i>Proclia</i>	1,000
Baltimore Amer lug A. J. Bonner	3,000
New Orleans Br str <i>Strabo</i>	2,000
Hamburg Ger str <i>Rio</i>	1,900
do <i>Corvictus</i>	500
Havre Fr str <i>Ville de Maranhão</i>	1,000
Port Elizabeth	3,500
Port Natal	3,500
Cape Town Ger sch <i>Sagterland</i>	2,500

DAILY RECEIPTS AND SHIPMENTS OF COFFEE AT RIO DE JANEIRO.

Receipts.	
Shipment U. States	2,015
Europe	4,978
Cape	770
Elsewhere	398
Total Shipments	7,861
Clearances	1,860
Stock in hands	1,000
Stock in transit	1,000
Average price Ordinary 1st per arroba	13,000
do Good and	7,450
do	6,700
Exchange on London	24½

Freight per steamer, 5% prime.	
Apr. 23	24½
Apr. 24	24½
Apr. 25	24½
Apr. 26	24½
Apr. 27	24½
Apr. 28	24½
Apr. 29	24½
Apr. 30	24½
May 1	24½
May 2	24½
May 3	24½
May 4	24½
May 5	24½
May 6	24½
May 7	24½
May 8	24½
May 9	24½
May 10	24½
May 11	24½
May 12	24½
May 13	24½
May 14	24½
May 15	24½
May 16	24½
May 17	24½
May 18	24½
May 19	24½
May 20	24½
May 21	24½
May 22	24½
May 23	24½
May 24	24½
May 25	24½
May 26	24½
May 27	24½
May 28	24½
May 29	24½
May 30	24½
May 31	24½

Shipments since our last report.	
Apr. 28	97,288
Apr. 29	95,503
Apr. 30	95,503
May 1	95,503
May 2	95,503
May 3	95,503
May 4	95,503
May 5	95,503
May 6	95,503
May 7	95,503
May 8	95,503
May 9	95,503
May 10	95,503
May 11	95,503
May 12	95,503
May 13	95,503
May 14	95,503
May 15	95,503
May 16	95,503
May 17	95,503
May 18	95,503
May 19	95,503
May 20	95,503
May 21	95,503
May 22	95,503
May 23	95,503
May 24	95,503
May 25	95,503
May 26	95,503
May 27	95,503
May 28	95,503
May 29	95,503
May 30	95,503
May 31	95,503

N.B.—We have somewhat modified this table to accord with the notes furnished us. The clearances show the number of bags on which duties are paid daily at our custom house.

Total clearances of Coffee from Rio during ten months of crop-years.

DESTINATION	
1887-88	1888-89
1888-89	1889-90
UNITED STATES	Bags.
New York	886,955
Baltimore	66,536
Hannam Roads F.O.	66,536
Sandy Hook F.O.	66,536
Richmond	66,536
Charleston	66,536
Savannah	66,536
Mobile	66,536
New Orleans	107,556
Galveston	11,129
Port Eads F.O.	11,129
Total	1,773,984
EUROPE	Bags.
Channel F.O.	46,412
Havre	38,776
Antwerp	115,514
North of Europe & Baltic	39,364
England	1,830
Bordeaux	22,088
Lisbon F.O.	107
Galicia F.O.	257,831
Portugal	11,129
Mediterranean	11,129
Total	373,975
ELSEWHERE	Bags.
Canada	36,800
Cape of Good Hope	66,536
River Plate & West Coast	66,536
Rio and coast	66,536
Total	87,462
UNITED STATES	1,773,984
EUROPE	373,975
ELSEWHERE	87,462
Total	1,535,421

Total clearances of Coffee from Rio for four months:

DESTINATION	
1888	1887
1886	1885
UNITED STATES	Bags.
New York	46,412
Baltimore	39,364
Hannam Roads F.O.	39,364
Sandy Hook F.O.	39,364
Richmond	39,364
Charleston	39,364
Savannah	39,364
Mobile	39,364
New Orleans	40,750
Galveston	5,979
Port Eads F.O.	5,979
Total	508,615
EUROPE	Bags.
Channel F.O.	12,515
Havre	34,255
Antwerp	12,955
North of Europe & Baltic	68,455
England	14,490
Bordeaux	17,617
Lisbon F.O.	8,000
Galicia F.O.	8,000
Portugal	8,000
Mediterranean	8,000
Total	184,280
ELSEWHERE	Bags.
Canada	36,800
Cape of Good Hope	13,800
River Plate & West Coast	24,401
Rio and coast	24,401
Total	36,202
UNITED STATES	508,615
EUROPE	184,280
ELSEWHERE	36,202
Total	729,141

Imports.

With the exception of Flour, receipts of all articles have been small and brokers report everything quiet. Receipts of River Plate Flour have been considerable and the quality has been very satisfactory, from which has resulted a decline in prices of American grades. We have had no receipts of pine, but the cargo per *Clarendon* O'Brien referred to in our last has been sold, supposed at about 33½ pence per doz. Kerosene has sharply advanced and the market is firm. Lard also shows an improvement. Dealers in Codfish appear to have in some combined and prices for cases have materially advanced; the supply affixed is small, and there has appeared some demand from northern ports, which is supposed to arise from the threatened drought in the province of Ceará.

Flour.—Receipts since our last report are:

From the United States:	
St. Vernon	3,350 bbls.
Gallego	2,950 "
Castilla	1,095 "
Cedron	1,101 "
Cyral	775 "
Under Spring	775 "
Hazal	550 "
Chesapeake	500 "
London	275 "
Noblesse	275 "
Total	11,810 bbls.

Mashepe, from River Plate: 3,676 bags; 1,338 "

Staubach, do: 4,931 bags and 100 bris.

Rio, 7,015 bags and 4,015 "

Sales and withdrawals for the same time have been about 17,918 bags and 1,000 bris.

Stock in first hands is estimated to be: 18,000 bris, American; 8,000 " River Plate.

26,000 bris.

Brokers report the market quiet, at the following quotations:

Trestle	
Richmond 1st	14,800-14,800
do 2nd	12,000-12,000
Baltimore 1st	14,000-14,000
do 2nd	13,500-13,500
Western & Int.	13,500-14,500
Child	11,000-12,500
River Plate	nominal
New Zealand	nominal
City Mills	11,500-15,000

Receipts in April were:

19,750 bris, American; 9,450 " River Plate.

29,200 bris.

against 26,244 " for the same month last year.

Pine.—No arrivals since our last report and brokers quote at 28 pence per doz. at about which the last sale was made. Last month receipts were 1,773,740 feet, against 1,417,445 feet in April, 1887.

White Pine.—Receipts all and quotations unchanged at 18 pence per foot, steady. There were no receipts in April, against 403,494 feet in the same month last year.

Spruce Pine.—No receipts since our last, nor during the past month. In April, 1887, receipts were 55,953 feet.

Sweetish Pine.—Receipts in April last were 736 doz, against nil the same month this year.

Kerosene.—Receipts are 5,200 cases per *Proclia* and 5 bris per *Albino* from New York. The market has advanced and is firm at 88 pence per case. Receipts in April were 5,200 cases, against 17,200 cases for the same month 1887.

Lard.—Receipts are only 200 bags from New York. Brokers now quote at 26 pence per bag, and market firm. Last month receipts were 5,000 bags, against 3,815 packages in April last year.

Coal.—Receipts have been:

from Cardiff	
1,531 " <i>Curcks</i>	
2,650 " <i>Thomas Hyard</i>	
1,377 tons, all British, against 18,313 tons for the same month in 1887.	

Cement.—Receipts all, and quotations are unchanged, viz: 68,000-68,000 for German and 68,000-78,000 for French, per brl. The arrivals in April were 1,000 bris, German and 641 Belgian, against 11,031 bris of all kinds for the same month last year.

Rice.—Receipts are 1,200 bags *via* Europe, and quotations are unchanged, viz: 28,000-28,000 per bag. Receipts last month were 6,970 bags, against 4,300 bags in April, 1887.

Turpentine.—Receipts are 200 cases per *Proclia* from New York. Last quotations were 400-480 pence per kilo-gramme. Our receipts in April were 200 cases against 150 cases for the same month of 1887.

Brin.—No receipts since our last, nor during the past month. In April last year receipts were 60 bags. Quotations of River Plate brin are nominal.

Hay.—Receipts are 832 bales per *Elizcar* from Rotterdam. We may quote at 78-80 pence, per kilogramme. Receipts last month were 7,495 bales of all sizes, against 10 bales in April last year.

Indian Corn.—No receipts and River Plate maize is quoted at 48,000-48,000 native, Penelo, 48,000-38,000 per bag. Receipts of foreign maize in April were 60 bags, against nil in April, 1887.

Codfish.—Receipts are 180 cases Norwegian. The market for fish is much unchanged at 15,000-25,000 as to quality, but cases have advanced for cases received in April and are quoted at 21,000-22,000. Receipts last month were:

month. In April last year receipts were 60 bags. Quotations of River Plate bran are nominal.

Hay.—Receipts are 832 bales per *Elizier* from Rosario dealers. We may quote at 78—80 rs. per kilogram. Receipts last month were 7,408 bales of all sizes against

GOVERNMENT AND PROVINCIAL BONDS						
EMISSION	CIRCULATION	DENOMINATION	INTEREST	NOMINAL VALUE	LAST SALE	LAST QUOTATIONS
334,675, 100,000	329,478, 900,000	{ Apolices..... Jan. July.....	5 1/2 %	200—1,000	96 1/2 000	96 1/2 000—96 3/4 000
50,000, 000 000	50,000, 000 000	do	4 7/8 %	1,000 000	—	—
1,188,440 000	1,097,201 000	do	5 1/2 %	1,000 000	1,12 1/2 000	1,12 1/2 000—1,130 000
1,199,100 000	1,116,000 000	do	4 7/8 %	1,000 000	1,08 1/2 000	—
46,000, 000 000	18,838,500 000	Geld Loan of 1868..... Apr., Oct.....	4 7/8 %	1,000 000	—	—
31,835,000 000	37,144,500 000	do 1879..... Jan., Apr., July, Oct.....	4 3/4 %	1,000 000	1,08 1/2 000	1,120 000—1,130 000
10,212, 100 000	79,935,000 000	Province of Rio de Janeiro..... Jan., July.....	6 7/8 %	200—500	100 1/2 00	100 7/8 00—
HYPOTHECARY NOTES.						
—	1,215,700,000	Brazil..... June, Dec.....	5 1/2 %	100,000	98 00	—
—	3,935,000 000	Credito Real do Brazil..... Jan. July.....	6 1/2 %	100 000	76 00	75 00—76 1/2 00
—	3,613,279 000	do gold.....	6 1/2 %	£ 11.58	93 1/2 00	93 1/2 00—94 1/2 00
—	5,204,800 000	do de S. Paulo..... Apr., Oct.....	6 1/2 %	100 000	80 00	—
—	6,283,800 000	Predial..... May, Nov.....	6 1/2 %	100 000	70 00	68 1/2 00—69 00

Prince Umberto	Cardiff	13 Mar												
Princesse Alexandre	Cardiff	13 Mar												
Petrarch	Antwerp													
Ragnar	Cardiff	13 Mar												
Rühne	Cardiff	18 Mar												
Sau Alerte	Manselies	13 Mar												
Serene	Baltimore		500,000	2,500	All	200	50	All	20,000	180,000	9,000	Jan. 1898	180,000—210,000	
Seringa	Liverpool		13,000,000	165,000	All	200	50	All	7,118,375	212,500	9 Jan.	Jan. 1899	230,000—274,000	
Sirius	Cardiff	17 Mar	2,000,000	10,000	All	200	100	All	1,920,075	510	75,000	Jan. 1898	—738,000	
Star of England	at St. Michael's		2,000,000	10,000	All	200	100	All	1,920,075	510	75,000	Jan. 1898	—738,000	
Sirian Star	Cardiff		2,000,000	60,000	45,000	200	All	Commercial	1,083,000	500	200	Jan. 1898	216,500—217,500	
Solara	Pensacola													
Sarah	Cardiff	7 Mar	30,000,000	100,000	17,500	200	50	All	10,250,275	41,000	8,000	Jan. 1898		
Sultana	Lisbon	20 Mar.	5,000,000	100,000	All	200	50	All	125,972	147	55,000	7 Feb.	53,000—	
Sutcliffe	Cardiff	22 Mar.	2,000,000	10,000	All	200	100	All	1,920,075	510	75,000	Jan. 1898	194,000—200,000	
Thames	Brunswick		1,000,000	50,000	All	200	100	All	985,000	110,000	8,000	Nov. 1897		
Thema	Liverpool	18 Mar	6,000,000	30,000	All	200	All	Industrial e Mercant	775,000	100,000	10,000	Jan. 1898	—180,000	
Tiger	Richmond		30,000,000	50,000	All	200	100	All	150,000,000	278,000	10,000	Jan. 1898	238,000—291,500	
Tor	Newport													
Volunteer	Cardiff	2 Feb.	£ 1,250,000	62,500	All	200	100	All	£ 300,000	48,500	2,000	Jan. 1898	48,000—48,500	
Warsaw	Cardiff	9 April	1,000,000	5,000	All	200	All	Mercantil de Santos	500,000,000	212,000	8,000	Jan. 1898		
Weymouth	Bellona		4,000,000	10,000	All	200	All	Predial	14,000,000	60,000	8,000	Jan. 1898		
Zuluina	Cardiff	29 Mar	1,000,000	50,000	All	200	All					Jan. 1898		

[illegible]

5,957,000	—	—	100	—	do	debutentes.	66 1/2 %	6 1/2 %	Mar. 1888	66 1/2 — 67 1/2 %
448,700	—	50	—	—	do	debutentes.	—	6 1/2 %	Apr. 1888	—
1,600,000	8,000	5,133	200	All	União Valenciana	—	30 1/2 %	125 1/2 %	Febr. 1891	—
TRAMWAYS										
5,400,000	27,000	—	200	All	Cariss Urbanas	90,230 200	235 1/2 %	5 000	—	230 000 — 240 000
82,750	—	—	—	—	do	debutentes.	—	4 1/2 %	Jan. 1888	470 000 —
10,000,000	50,000	—	400	—	do	do	—	104 1/2 %	Jan. 1888	—
300,000	1,500	—	200	All	Jardim Botânico	157,000 000	132 1/2 %	3 500	—	132 000 — 134 000
300,000	2,500	—	100	All	Laranjeiras tramway and tunnel.	—	—	—	—	—
455,100	—	—	200	—	Niterói	—	—	250 000	—	—
1,200,000	6,000	—	200	All	Pernambuco	78,642 088	129 1/2 %	5 000	—	—
317,000	—	—	200	—	do	debutentes.	—	4 1/2 %	Jan. 1888	195 000 —
1,000,000	20,000	—	200	All	S. Christovam	449,663 428	256 1/2 %	15 000	—	250 000 — 255 000
250,000	—	—	200	All	S. Paulo e S. Amaro	195 000	150 1/2 %	8 1/2 %	Jan. 1888	—
2,500,000	12,500	—	200	All	Villa Zuleika	24,902 735	191 000	4 000	—	180 000 —
NAVIGATION COMPANIES										
6,685,000	—	—	12 1/2 %	All	Amazon Steam Navigation.	—	60 660	6 s 3 d	Mar. 1888	105 000 — 115 000
5,000,000	25,000	—	200	All	Brazilian de Navegação	1,530,200 798	255 100	10 000	—	— 260 000
1,377,300	—	—	1 1/2	—	Perry	—	101 1/2 %	8 0 %	May 1888	99 1/2 % — 103 1/2 %
4,000,000	20,000	—	200	All	Nacional de Navegação	—	205 000	10 000	—	195 000 — 204 000
do 2nd series										
do 3rd series										
300,000	4,000	9,500	200	—	Paulista	64,183 560	40 000	4 000	July 1887	—
246,000	—	—	200	—	do	debutentes.	295 000	85 1/2 %	Jan. 1888	—
INSURANCE										
4,000,000	20,000	10,000	200	20	Albança	51,911 090	20 000	2 000	July 1887	— 74 000

8,000,000	10,000	All	200	20	General	16,016	502	30	000	4	000	Jan.	1889	
8,000,000	8,000	All	200	20	Integridade	134,000	400	140	000	10	000	Jan.	1888	
1,000,000	10,000	All	200	20	Lealdade	11,176	670	10	000	1	000	Jan.	1888	
4,000,000	20,000	All	200	20	Nova Permanente	15,445	299	15	000	2	000	July	1887	
1,000,000	25,000	19,500	200	20	Previdente	312,000	400	46	500	5	000	Jan.	1888	
2,000,000	10,000	All	200	20	Propriedade	212,000	000	10	000	1	000	Jan.	1888	
500,000	5,000	All	100	10	União Commercial dos Varejistas	3,730	585	25	000	20	1/2	Jan.	1888	
2,000,000	20,000	All	100	10	Vigilância	10	000	10	000	10	000	Jan.	1888	
CENTRAL BANK PACIFIC														
244,600	—	—	200	—	Aracaty delearntes	—	—	—	—	—	—	—	—	
500,000	—	—	200	—	Bracaty delearntes	—	85	7/8	—	—	—	Mar.	1888	
244,100	—	—	200	—	Loren delearntes	—	—	—	—	—	—	Apr.	1888	
550,000	—	—	200	—	Pracacaty delearntes	—	—	8	1/2	—	—	—	—	
347,500	—	—	100	—	Porto Real delearntes	—	—	—	—	—	—	—	—	
2,000,000	—	—	200	—	Pureza delearntes	—	200	000	815	9/10	—	Apr.	1888	
1,500,000	—	—	200	—	Quisam delearntes	—	100	000	6	1/2	—	Jan.	1888	
800,000	4,000	All	200	All	Rio Branco	1,415	284	180	000	4	000	—	—	
1,000,000	—	—	—	—	do delearntes	—	—	—	—	—	—	—	—	
R&S COMPANIES														
F11,000,000	32,000	All	F 500	All	Societê do Gas	—	270	000	—	—	—	—	—	
MINERS														
2,000,000	10,000	All	200	All	Arco do Rato (cont)	—	—	—	—	—	—	—	—	
1,600,600	—	—	100	—	do delearntes	—	60	9/10	—	—	—	—	—	
500,000	—	—	100	—	S. José d'El Rei (cont)	—	—	—	—	—	—	—	—	
700,000	—	—	100	—	do delearntes	—	85	9/10	3	5/10	—	Jan.	1888	
COTTON MILLS														
4,000,000	12,000	All	200	All	Ahazil	35,917	555	195	000	8	1/2	Jan.	1888	
935,000	15,000	All	200	All	Brazil Industrial	16,052	300	275	000	9	1/2	Jan.	1888	
1,000,000	5,000	All	200	All	Carica	8,259	090	200	000	12	000	Jan.	1888	
784,000	—	—	200	—	do delearntes	—	—	390	000	7 1/2	1/2	Apr.	1888	
600,000	3,000	All	200	All	Confiança Industrial	—	—	—	—	—	—	Feb.	1888	
400,000	—	—	—	—	do delearntes	—	941	072	120	000	—	—	—	
153,600	—	—	—	—	Pão Grande	—	101	072	120	000	10	000	July	1887
1,000,000	5,000	All	200	All	Rink	67,499	057	220	000	14	000	July	1887	
280,000	—	—	—	—	do delearntes	—	92	9/10	7	1/2	—	Apr.	1888	
1,450,000	2,250	All	500	All	S. Lazaro	45,000	000	7	500	—	—	Apr.	1888	
600,000	3,000	All	200	All	S. Pedro de Alcântara	24,287	537	220	000	—	—	Aug.	1887	
250,000	—	—	100	—	do delearntes	—	100	00	7 1/2	—	—	Apr.	1888	
2,000,000	10,000	All	200	All	Petropolis	200,000	5	000	8	000	—	Apr.	1888	
2,000,000	—	—	200	—	do delearntes	9,157	530	190	000	8	1/2	Apr.	1888	
MISCELLANEOUS														
3,800,000	6,000	All	500	All	Associação Commercial	—	110	000	8 1/2	—	—	Jan.	1884	
500,000	—	—	200	—	Candelaria (church) delearntes	—	200	500	8	1/2	—	Apr.	1883	
4,200,000	—	—	50	—	Cantaria e Exportos delearntes	—	—	484	000	7 1/2	1/2	Apr.	1888	
295,800	2,984	4	50	All	Carregues Florense	—	45,844	720	190	000	11	000	Jan.	1885
10,000,000	4,000	All	200	All	Comercio e Lavoro	60,000	000	210	000	2	000	July	1887	
10,000,000	30,000	18,000	200	All	Dacas de D. Pedro II.	—	95	000	3	000	—	Jan.	1888	
316,800	—	—	200	—	do delearntes	—	192	000	9	000	—	Jan.	1888	
1,000,000	5,000	All	200	All	Força e Luz electrica	173,718	830	31	000	3	000	Feb.	1888	
500,000	2,500	All	200	All	Ginga market	—	205,500	400	50	000	8	000	Jan.	1888
220,000	4,470	All	50	All	Industrial Fluminense (hoopes)	130,000	000	40	500	3	000	Apr.	1888	
7,500,000	75,000	All	200	All	Petro, Agencia e Industria	16,324	408	170	000	2	500	Apr.	1888	
1,220,000	9,220	All	50	All	Servicos Maritimos	—	6,110	666	115	000	5	000	May	1880
2,000,000	10,000	9,748	200	All	União Telephonica	—	—	—	8	000	—	Jan.	1888	
600,700	—	—	100	—	do delearntes	—	70	1/2	—	—	—	—	—	
600,000	—	—	200	—	Victoria (rice mill)	—	—	—	—	—	—	Jan.	1888	

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" 17	Elbe.....	Montevideo and Buenos Aires.
" 22	Tagus....	Southampton and Antwerp calling at Bahia, Pernambuco, Lisbon and Vigo.

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<i>Nasmyth</i>	" 26th

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Oporto	Oporto
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Tropicam Gram Pará

Length—under cover..... 245 feet

Width..... 75 "

Part not covered in, on river front,

Length..... 116 feet

Width..... 3 1/2 "

This Tropicam is constructed of the best woods of the province, with roofing of galvanized corrugated iron. All of above is in good order and condition.

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Length..... 100 feet

Beam..... 18 "

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Iron hull, Speed..... 11 knots

Compound engine—Cylinder 17 1/2 x 28.

Indicated horse power 400.

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Lloyds certificate (1884) A 1, for 10 years, from September 1884.

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